

SR 519 Intermodal Access Project

Results from the 30-day review

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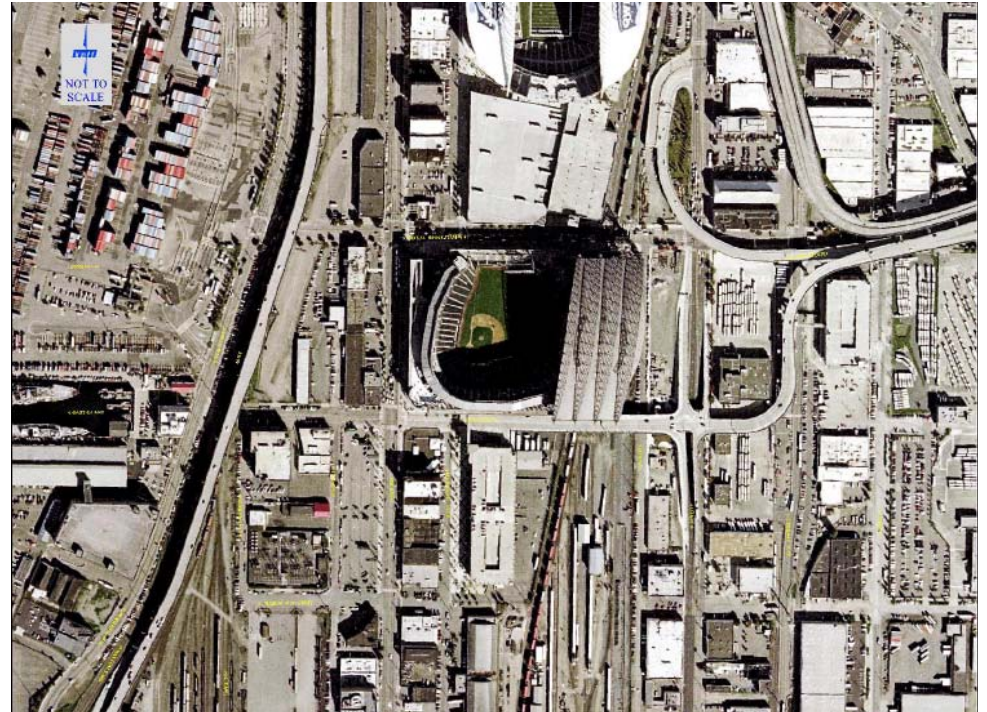
Seattle Municipal Tower
September 5, 2006



**Washington State
Department of Transportation**

Project Goals and Purpose

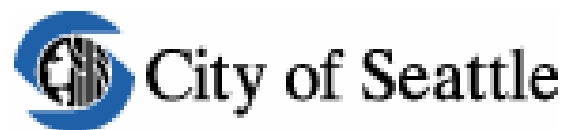
- Improve connections between existing intermodal facilities serving I-5, I-90, the Port and Seattle waterfront, and freight and passenger rail
- Address the transportation needs of the municipal and privately-owned commercial, service, and recreational facilities in the downtown area
- Increase vehicle capacity and improve multimodal safety
- Increase pedestrian and transit access and improve safety between neighborhoods and major event facilities



Aerial view of the SR 519 project area.

Interagency Review of Project Design Options: The 30-Day Effort

- In July 2006, WSDOT, City of Seattle, and Port of Seattle agreed to jointly review design options at South Royal Brougham Way and South Atlantic Street/Massachusetts Street
- The review effort involved executives and technical staff from the three agencies
- A team of over 25 technical staff used collective expertise and analysis to rethink design options
 - South Royal Brougham options
 - Atlantic/Massachusetts options
 - New options



Assumptions Used For 30-day Review

- 2030 design conditions
- Holgate Street will be closed
- South Royal Brougham at-grade rail crossing has to be eliminated
- Need for viable east-west freight and general purpose movements between the interstate and SODO/Duwamish
- Improve access to port terminals
- Improve pedestrian safety conditions



BNSF railroad tracks running parallel to the Qwest Field Event Center

Interagency Staff Review Proposed Options

- The joint team identified three options for further consideration:
 - Option A: Royal Brougham Corridor
 - Option B: Atlantic/Massachusetts Corridor
 - Option C: Local Improvements
- All options have aspects that need to be further studied and refined
- This work is underway and will continue over the next 30 days



Current Fourth Avenue off-ramp from I-90 and South Royal Brougham Way

Interagency Staff Review Proposed Options and Aspects to be Refined

Option A: Royal Brougham Corridor

Traffic diversions due to 10% grade at South Royal Brougham Way

Potential local corridor closures during Safeco and Qwest field events



Traffic safety issues at signalized terminus of the I-90 and I-5 ramp

Manage traffic speeds and flow from I-90 and I-5

Need to determine if this can be built within existing plus anticipated funds

Interagency Staff Review Proposed Options and Aspects to be Refined

Option B: Atlantic/Massachusetts Corridor

Further refinements needed along East Marginal Way and South Atlantic and Colorado Streets

Determining need for Massachusetts connection



Manage traffic speeds and flow from I-90 and I-5

New pedestrian facilities may be needed

Need to determine if this can be built within existing plus anticipated funds

Interagency Staff Review Proposed Options and Aspects to be Refined

Option C: Local Improvements

Potential to phase this option with Option A or B

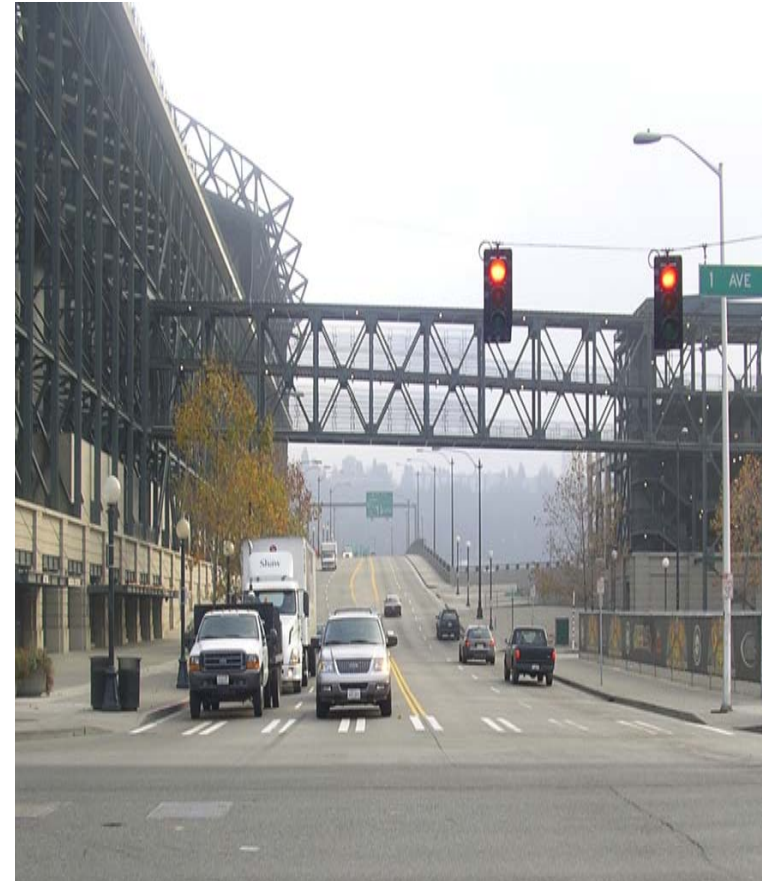


Westbound interstate traffic will continue using the existing Fourth Ave I-90 ramp

Need to determine if this can be built within existing funds

Next Steps

- Share 30-day review results with signatories, elected officials and interest groups, and get feedback and questions
- Share additional cost, traffic and design information for the three options in early October
- Reach agreement by November



Intersection of First Avenue and South Royal Brougham